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P. & O. SAILINGS

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GLENIFFER ... Aug 30 (K.G.V.)
For Straits and Hongkong
TREVAYLOR ... Sept 12 (K.G.V.)
For Singapore, Hongkong and Shanghai

AUSTRALIA

PERIM ... Sept. 24 (K.G.V. Berth 8)
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Vessel NORTHUMBERLAND ... Aug. 30
For Wellington and Auckland.

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AMERICA

BRAZIL, URUGUAY AND ARGENTINA

From Liverpool

m.v. PILCO-MAYO Bahia, Rio de Janeiro, 1st-half Sept.

Santos & Rio Grande

From London

m.v. DURANGO Buenos Aires; (also Rosario with transhipment) Early Sept.

Sept.

m.v. HIGHLAND MONARCH Rio de Janeiro, Santos, Montevideo & Buenos Aires; (also Rosario with transhipment at Buenos Aires) 1st-half Sept.

Sept.

WEST INDIES

From London

s.s. SAMAKRON Bermuda, Nassau & Kingston (Jamaica) 1st-half Sept.

Sept.

SPANISH MAIN, CENTRAL AMERICA AND NORTH PACIFIC

From London

VESSEL La Guaira, Curacao (also Maracaibo with transhipment at Curacao), Barranquilla, Cristobal, Los Angeles Harbour, San Francisco, Victoria, and Vancouver, via Panama Canal

Sept.

N.B.—Cargo is accepted with transhipment at Cristobal for Panama City, Balboa, Punta Arenas (Costa Rica), Corinto, Amatapu, La Union, La Libertad, San Jose de Guatemala, Champerico and Tumaco.

Approximate closing dates on application to

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LONDON: Royal Mail House, Leadenhall St., E.C. 3
AGENTS: Pacific Steam Navigation Co., Pacific Building, James Street (2)**OFFICIAL NOTICES****PRIZE COURTS**IN THE HIGH COURT OF JUSTICE,
PROBATE, DIVORCE AND
ADMIRALTY DIVISION

Take notice that a WRIT has been issued and served in an ACTION which has been instituted in the PRIZE COURT, namely, in the High Court of Justice, Probate, Divorce and Admiralty Division, by His Majesty's Procurator General, against the Owners and Parties interested in the SHIP specified below.

August 19th, 1946.

S.S. "MALMO" Ship only (2217)
Appearances to the above Writ should be entered in 30 days from the date specified.

L. F. C. DARBY,

Registrar.
Registry of the Prize Court,
Royal Courts of Justice.BY ORDER OF THE MINISTER OF SUPPLY
WITHOUT RESERVE

Important Sale by Auction to be held at THE MINISTRY OF SUPPLY STORAGE DEPOT, MOUNT FARM, DORCHESTER, OXON, just off the main London, Henley to Oxford Road, on TUESDAY, WEDNESDAY, THURSDAY & FRIDAY, September 3rd to 6th, 10th to 13th and TUESDAY & WEDNESDAY, 17th and 18th, at 11 a.m. each day, comprising about

2,300

Commercial Vehicles, Utilities,
Heavy and Light Trucks,
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including

Bedford, Commer, Ford, Reo, Crossley, Fordson, Leyland, Thornycroft, Guy, Morris, Austin, Humber, Hillman, Wolseley, Vauxhall, Mack, Scammell, Dodge, Chevrolet, Jeeps, A.E.C., G.M.C., Amphibious Jeeps, Karrier, Chrysler, Packard, Buick, Hudson, Cadillac, Studebaker, E.R.F., Tilling-Stevens, Albion, Dennis, and other makes.

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SIMMONS & SONS12, STATION ROAD, READING;
HENLEY-ON-THAMES and BASINGSTOKE

View days August 26th to 31st inclusive, from 9 a.m. to 4 p.m. Also Saturdays and Mondays during each week of sale from 9 a.m. to 4 p.m. and on sale days from 9 a.m. to 12 noon.

Catalogues in three sections price 6d. per section, which admit 2 persons to view and 1 person to the sale, obtainable from the Auctioneers.

**PROPOSAL TO CHANGE
A SHIP'S NAME**

WE, GREAT WESTERN RAILWAY COMPANY, of Paddington Station, London, HEREBY GIVE NOTICE that, in consequence of the Floating Crane "M.O.W.T. 31" having been purchased by this Company, we have applied to the Minister of Transport, under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship "M.O.W.T. 31," of Cardiff, official number 169531, of gross tonnage 328.94 tons, of register tonnage 319.70 tons, heretofore owned by the Ministry of Transport, for permission to change her name to "G.W.R. 31," to be registered in the said new name at the Port of Cardiff, as owned by the Great Western Railway Company.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement.

Dated at Paddington Station, London, this nineteenth day of August, 1946.
(Signed) SIR JAMES MILNE,
General Manager.**OFFICIAL NOTICES**Folio 49
1946 A. No. 334**NOTICE TO APPEAR**
IN THE HIGH COURT OF JUSTICE
ADMIRALTY DIVISION**SHIPS: "EXMOUTH" LIMITATION**

WHEREAS in an Action of Limitation of Liability instituted in the High Court of Justice on behalf of American Export Lines Incorporated against the Owners of the steamship or vessel "EVGENIA CHANDRIS," the judge of the Admiralty Division of the said High Court did on the 29th July, 1946, amongst other things, pronounce that in respect of loss or damage to Ships, Goods, Merchandise, or other things caused by reason of the improper navigation of the "EXMOUTH" on the occasion of the collision between that vessel and the "EVGENIA CHANDRIS" on the 15th day of March, 1943, the Owners of the said s.s. "EXMOUTH" are answerable in Damages to an amount not exceeding £37,290 lls. 3d. (such sum being at the rate of £8 for each ton of the registered tonnage of the s.s. "EXMOUTH" with the addition of engine room space).

This is therefore to give Notice to all persons having any Claim in respect of the loss or damage caused as aforesaid, that if they do not come in and enter their Claims on or before the 29th January, 1947, they will be excluded from sharing in the aforesaid amount.

Dated this 29th day of July, 1946.

Taken out by
MESSRS. HILL DICKINSON & CO.
3/6, Bury Court, St. Mary Axe.
London, E.C. 3.**PROPOSAL TO CHANGE
A SHIP'S NAME**

WE, GREAT WESTERN RAILWAY COMPANY, of Paddington Station, London, HEREBY GIVE NOTICE that, in consequence of the floating crane "M.O.W.T. 30" having been purchased by this Company, we have applied to the Minister of Transport under Sect. 47 of the Merchant Shipping Act, 1894, in respect of our ship "M.O.W.T. 30," of Cardiff, official number 168645, of gross tonnage 331.98 tons, of register tonnage 323.62 tons, heretofore owned by the Ministry of Transport, for permission to change her name to "G.W.R. 30," to be registered in the said new name at the Port of Cardiff, as owned by the Great Western Railway Company.

Any objections to the proposed change of name must be sent to the Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, within seven days from the appearance of this advertisement.

Dated at Paddington Station, London, this nineteenth day of August, 1946.
(Signed) SIR JAMES MILNE,
General Manager.**LLOYD'S LIST**
AND
SHIPPING GAZETTE
(Established 1734)

The Editorial, Advertisement and Publishing Offices of "Lloyd's List and Shipping Gazette" are at

LLOYD'S, LONDON, E.C. 3

Telephone: Avenue 7644 (Private Exchange)

LIVERPOOL OFFICE:

Mr. A. C. DOUGLASS, 15, Tithebarn Street,
Liverpool, 2

Telephone: Central 2034

The Committee of Lloyd's do not guarantee the accuracy of the information contained in LLOYD'S LIST & SHIPPING GAZETTE, nor do they accept responsibility for errors or omissions or their consequences

SATURDAY, AUG. 24, 1946High Water, London Bridge ... 12 41
High Water, Liverpool ... 10 04 22 33
Sun Rises ... 05 57 Sun Sets ... 20 07
Moon Rises ... 02 16 Moon Sets ... 19 26

The above times are B.S.T.

TO-DAY'S WEATHERMeteorological Office Forecast
Advance forecast for the 18 hours ending midnight to-night:—

General Inference: Pressure is high to the South-East and low to the North-West of the British Isles, and a trough of low pressure is moving North-East across the country. Fair weather will predominate in many areas. There will be local drizzle at first in many places, and there will be occasional rain or drizzle in the North and West. Warm and close in many areas.

Further outlook: Unsettled.

PORT OF LONDON TRAFFIC

The number of vessels using the Port of London during the week ended Aug. 17 was 470, representing 510,568 tons net (excluding certain vessels trading regularly with coastwise ports). Of these, 228 vessels, of 343,141 tons net, were to and from Empire and foreign ports. This represents 37.6 per cent. of the traffic during the comparable week of 1938, viz., 525 vessels, of 910,563 tons net. Last week's coastwise traffic was 242 vessels, of 167,427 tons net.

CYLDE SHIPYARD DISPUTE SETTLED

An amicable settlement was reached in the dispute involving platers' helpers in John Brown's Yard, Clydebank, at a conference in Glasgow yesterday between officials of the shipyard, the Clyde Shipbuilders' Association and the National Union of Transport and General Workers. The dismissal of a number of platers' helpers from the shipyard threatened to lead to a sympathetic strike involving 3000 workers on the Clyde. The dismissed men were reinstated pending negotiations.

TANKER "AURICULA"**Results of Trial Trip****MACHINERY PERFORMANCE ON
MAIDEN VOYAGE****By Our Shipbuilding Correspondent**The data recorded on the sea trials of the motor tanker *Auricula* last week are now available, and enable comparison to be made between the performance of her machinery on diesel fuel and on the Venezuelan boiler fuel colloquially known as "Ordoil." The *Auricula* left the Tyne late last Saturday on her maiden voyage to Curacao, immediately on completion of her trials, and reports received daily by Mr. John Lamb, marine superintendent of her owners, the Anglo-Saxon Petroleum Company, Ltd., show that the mechanical efficiency of her engine continues to improve as the result of "running-in."

This is therefore to give Notice to all persons having any Claim in respect of the loss or damage caused as aforesaid, that if they do not come in and enter their Claims on or before the 29th January, 1947, they will be excluded from sharing in the aforesaid amount.

Dated this 29th day of July, 1946.

Taken out by
MESSRS. HILL DICKINSON & CO.
3/6, Bury Court, St. Mary Axe.
London, E.C. 3.**SHIPPING SUBSIDIES****U.S. Resumes Payment to
12 Companies**

The New York "Journal of Commerce" reports that the Maritime Commission has authorised the resumption of payments under operating-differential subsidy contracts held by 12 American steamship companies, whose last subsidised voyages terminated in 1941 and 1942.

These companies, which operated the 30 pre-war essential foreign trade routes, include American Export Lines, American Mail Line, American President Lines, American South African Line, Grace Line, Lykes Brothers Steamship Company, Mississippi Shipping Company, Moore-McCormack Lines, New York & Cuba Mail Steamship Company, Oceanic Steamship Company, Seas Shipping Company and United States Lines.

All except three of the 12 companies have applications pending for resumption of their subsidy contracts, which were suspended on Dec. 31, 1941, when the Government requisitioned all merchant ships for war use. These applications related to the contemplated purchases of war-built ships to replace vessels lost during the war or over-age ships.

Those lines which have not applied for post-war subsidies to equalise higher operating costs of American ships are believed to be considering it to their advantage to operate outside of subsidy contracts for the present. Under subsidy contracts a line's profits are limited to 10 per cent. of its capital. In addition to profits in excess of 10 per cent. being subject in part to recapture, the excess amount is applied to the recapture accrual fund.

Total subsidy payments from 1938, the year in which the contracts were made in the transition from the ocean mail contracts, to 1941, amounted to \$42,730,626, with amount of recapture accrued \$28,568,244.

TAX POSITION

Ten of the 12 pre-war subsidised lines are now negotiating with the Bureau of Internal Revenue on their tax liability for wartime earnings deposited in tax-exempt reserve funds. The Bureau has ruled that profits put in the reserve funds during the war or since the subsidy contracts become inoperative are not tax-free.

While final determination of the question has not been made, the Bureau of Internal Revenue has indicated that when subsidy contracts are resumed profits deposited in the reserve funds will be designated as tax deferrals instead of tax exemptions.

Officials of the Maritime Commission were reluctant to estimate how long it would take to effect the resumption of the subsidy contracts. They pointed out that the lines would have to submit operation schedules and the Commission then would calculate the differentials between operating costs of American and foreign vessels. The lines also will be required to establish foreign competition.

The redrafting of the Transit Clause is the main amendment noticeable in the new Jute Clauses, but there are other variations, such as the adoption of a more up-to-date "Liberties Clause" and the deletion of the Suez Canal Grounding Clause.

The new clauses also embody a complete set of clauses to apply where the insurance is on "Increased Value," whereas the old clauses only contained a single clause making the increased value of the cargo part of the total amount insured.

MARINE INSURANCE**New Jute Clauses****By a Correspondent**

The Institute of London Underwriters has issued a new set of Jute Clauses agreed by the London Jute Association and the Institute, which, at the request of the members of the London Jute Association, will apply to all sailings on and after Sept. 15, 1946, under which date the new clauses are printed.

The new clauses are very largely drafted, compared with those of Sept. 1, 1944, at present current. There is no differentiation, as in the current clauses, between shipments from Calcutta and shipments from Chittagong, and the Transit Clause (No. 1) in the form prescribed under the current clauses for shipments from Calcutta is considerably simplified, giving cover from the time the jute leaves press house, warehouse or store at port of shipment (which expression shall, for Calcutta shipments, include press houses, warehouses and stores situated within the Calcutta area, but not more than three miles outside the port limits) and during the ordinary course of transit, until delivery in the customary "Warehouse to Warehouse" conditions, with time limits of 15 days or 30 days according to whether the final destination is within or without the port of discharge.

There are special provisions for continuing the insurance in cases where the jute is sold after discharge at the final port. There is, of course, no clause for shipments from Chittagong in the new text.

This simplified clause has obvious advantages over the one it will replace, which is a cumbersome text under which the risk is made to commence on loading at the port of shipment, with special inclusion of "Camperdown, Jheel, Lakshmi and Cossipore hydraulic presses on the left bank of the river"; and which provides that the cover of the policy shall not continue during periods in port commissioners' dock or jetty sheds or in other given circumstances. It should be noted, however, that accompanying the new clauses is a special "Wartime Extension," equivalent to the standard "Wartime Extension" of the ordinary "Institute Cargo Clauses" now in common use as a concomitant of the "Combined Marine Surcharge." The effect of this combination of the standard clauses with the "Wartime Extension" clauses is, therefore, to give virtual continuous transit cover with the normal "Warehouse to Warehouse" cover in the background, ready to be brought into effect again when the "Wartime Extension" clauses are discarded.

The redrafting of the Transit Clause is the main amendment noticeable in the new Jute Clauses, but there are other variations, such as the adoption of a more up-to-date "Liberties Clause" and the deletion of the Suez Canal Grounding Clause.

The new clauses also embody a complete set of clauses to apply where the insurance is on "Increased Value," whereas the old clauses only contained a single clause making the increased value of the cargo part of the total amount insured.

BY AIR TO HONGKONG**Start of "Dragon" Service**To-day, 16 passengers will take off from Poole Harbour in the B.O.A.C. flying-boat *Hamilton* on a journey that will take them to Hongkong—a distance of 8352 statute miles—in just over three days. This flight will inaugurate the new B.O.A.C. "Dragon" route to the Far East, with a weekly service first to Hongkong, which is shortly to be increased to twice weekly. The route is scheduled later to be extended to Shanghai and eventually Tokyo. Stops will be made at Marseilles, Augusta, Cairo, Basra, Bahrain, Karachi, Calcutta, Rangoon and Bangkok.

The most romantic stretch in the journey will be between Bangkok and Hongkong, a distance of 1077 miles, over wild and beautiful territory in Siam and French Indo-China. Rangoon is the only night-stop. Passengers will sleep during the other nights while in flight, for the roomy "Hythe" class flying-boats are provided with comfortable sleeping accommodation. The fare is £170 single and £306 return. Considerable quantities of mail will be carried through Hongkong on every service.

Hongkong will thus for the first time be linked directly to this country by air. Before the war a twice-weekly service was operated by Imperial Airways, one of the predecessors of B.O.A.C., between the Colony and Bangkok, where it connected with the United Kingdom-Australia Empire route. This service was operated by D.H. 86's, and ceased in 1940.

Reuter reports from Hongkong that a flying-boat will leave there next Wednesday on the Hongkong-England run of the "Dragon

NORTH OF ENGLAND PROTECTING, INDEMNITY, & WAR RISKS ASSOCIATION

(ESTABLISHED 1860)

The Association covers Shipowners in—
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CARDIFF—The Exchange, Mount Stuart Square
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LIVERPOOL—B.16, Liverpool and London Chambers
F. WHITTOCK, Chairman.
ARTHUR G. EVERETT, Vice-Chairman
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FREIGHT MARKETS

Most Trades Quiet

By Our Own Correspondent
THE BALTIMORE, Friday

Quiet conditions have characterised most sections of the chartering market, due partly to the dearth of suitable vessels for particular trades and partly to permit and other restrictions. It is known, however, that a considerable amount of business is being arranged for account of the authorities, and this tends to restrict the opportunities of commercial charterers. On time charter it is known that further transactions have been concluded, subject to licence. Reports are current of 10s. 6d. having been repeated for the trip out to the Eastern Mediterranean from this country, and of \$3.50 having been paid for a vessel redelivery South Africa. Timber chartering is stated to be on quite a good scale, and in addition to the direction of tonnage from Eastern Canada several vessels have been booked from Lower or Middle Zone Sweden to East Coast United Kingdom ports at 15s. 3d. and 16s. per standard respectively.

Tonnage is reported to have been fixed for coal from Rotterdam to West Italy, but other details are lacking. A hand sized spot Dutch ship has been taken for coal from Wales to St. Vincent at 25s., while 40s. has been paid for prompt steamer of 2000 tons for cement from the Thames to Cyprus. Tonnage has been chartered for fish from Lerwick, Fraserburgh and Peterhead to Danzig/Gdynia for end August/September on the basis of 6s. per barrel.

No business is reported in the River Plate section, although shippers are displaying slightly more interest. A November vessel is required with full loading options to Galatz/Braila/Kustendje, the rate indicated being in the neighbourhood of 100s., while there are tentative inquiries for Erie, Antwerp, Norway and Sweden. Brazilian exporters continue to display a fair interest, although no bookings are reported.

In the North American department there is a sustained demand for coal carriers for various discharging ports, with a new inquiry for Finland. Several orders are quoting for potatoes in crates from St. John (N.B.), and there are several firm orders for heavy grain and oats from Canadian and United States Atlantic ports for various destinations. Tonnage is moving off with some freedom from Newfoundland to United States and South American discharging ports. Vessels of any size are wanted for sulphur from Galveston to Montevideo and Buenos Aires, the rate indicated being \$12. while refined sugar cargoes are offering from San Francisco.

A handy sized vessel is wanted for grain from Australia to Madagascar and Reunion, while there are inquiries for rice from Kohsichang. Further tonnage might be worked for ore from Vizagapatam.

FIXTURES.
LOWER ZONE SWEDEN to EAST COAST U.K.—Stmrns. 700 stds., 156s. 3d. per std., d.b.b., Sept.
MIDDLE ZONE SWEDEN to EAST COAST U.K.—Stmrns. 160s. per std., d.b.b., Sept.

THAMES to CYPRUS.—Stmrn. 2000 t. 40s. per ton, cement, ppt.
WALES to ST. VINCENT.—Jobshaven, 4500 t., 25s. per ton, coal, spot.

PROVINCIAL REPORTS

From Our Own Correspondents
CARDIFF, Friday
Chartering remains slow owing to the lack of coal stems.

SWANSEA. Friday
Conditions seem slower in the deep sea trades as coal cargoes are even scarcer, while for the nearer foreign destinations business is checked by increased difficulties in stemming. Coasting operations are also affected.

NEWCASTLE. Friday
There is little movement in oversea chartering. Continental inquiry is substantial, but prospects of securing cargoes are not encouraging and suitable tonnage holds off. The home coast has good forward inquiry.

GLASGOW. Friday
The quality of coal going to Norway and for September allocations is again foundry coke breeze, unscreened dross and gas coke breeze. It is believed that this is about the same quality as America is exporting, but that Polish exports are of a much better quality.

TANKER CHARTERING

John I. Jacobs & Co., Ltd., in their tanker market report state that, on voyage basis there is nothing of outstanding to report, but there has been marked increase in long period time charter business. Several five year fixtures are reported, including one motorship of 15,560 tons d.w., with hire payable partly in Danish kroner and partly in sterling equivalent in all to about 12s. 7½d. on d.w. Australian charterers who recently fixed a 14,580 t. d.w. motorship at 11s. 6d. for five years' clean trading will pay somewhat more for another similar ship. There are also several other openings still un-

filled. Since the issue of their last report, dated Aug. 2, the following fixtures have been reported:

ARUBA, &c., to U.K./CONT.—*Thorsbor* (m.s.), 14,000 t., 32s. 6d., dirty, option U.S. Gulf 38s., Northern States 28s. 6d., early Sept.

ARUBA to GDYNIA.—*Belinda* (m.s.), 12,000 t., \$7.95, clean, U.S. Gulf \$8.95, Aug.-Sept.

ARUBA to NORWAY, NORTH OF BERGEN.—*Maridal* (m.s.), 9000 t., 39s. 6d., U.S. Gulf 46s., gas/diesel, Sept. 1-20.

ARUBA or CURACAO to SOUTH AMERICA.—*Norrinn* (m.s.), M.O.T. rates dirty, Aug.

ARUBA or CURACAO to NORWAY.—*Nyholm* (m.s.), 9000 t., 37s., clean, Sept.

ARUBA or CURACAO to DENMARK.—*Viri* (m.s.), 9000 t., 38s. 6d., gas oil, Sept. 10-30.

ARUBA to OSLO.—*Vinga* (m.s.), 10,000 t., 37s., dirty, Aug.

U.S. GULF to FRANCE.—*Grijselkahn*, 14,000 t., \$7.65, dirty, end Sept.

TIME CHARTER.—*Julius* (m.s.), 17,300 t., \$2.15 per t. d.w. per month, 10 years' dirty trading.

TIME CHARTER.—*Trykon* (m.s.), 17,300 t., \$2.15 per t. d.w. 10 years' dirty trading.

TIME CHARTER.—*Aranti* (m.s.), 15,700 t., \$2.20, 10 years' dirty trading, with owners' option substituting 23,000 t. d.w., new building at \$2.15, delivery 1946.

TIME CHARTER.—*Thorsbordi*, 14,710 t., \$2.20, 12 years, to be superseded by new building at \$2.15, half hire payable in sterling.

CANADIAN GRAIN MOVEMENT

Promise of Early Shipment

Figures released by Canadian Pacific Railway disclose that since Aug. 1 more than 5000 carloads of grain, mostly for United Kingdom and Europe, have moved over the company's lines en route to both Atlantic and Pacific seaboards. Of this amount 1000 cars contained new crop compared to two car loads of new grain moved at the same time last year.

The Canadian Pacific estimated that 100,000,000 bushels of wheat, mostly for oversea consumption, will be moved through Vancouver this season. The flow of grain will increase during September. For the first 20 days in August 830 cars containing wheat moved from Prairie Provinces to Vancouver, and an average of 100 cars per day are expected from the beginning of September throughout the winter.

With shipping conditions improving, the Canadian Pacific is arranging to handle maximum quantities this fall to both eastern and western ports. The company anticipates that traffic of grain will be one of the heaviest in railway history. Shipment of grain is much ahead of schedule, due to early maturing of crops, and total loadings of grain and new grain already show 6 per cent. increase over 1945 and is gaining daily.

“VIKING” SERVICES TO SCANDINAVIA

British European Airways Vickers Viking aircraft *Vagrant* has carried out a successful proving flight on the projected London-Stavanger-Oslo route. On Aug. 20 the *Vagrant* flew to Oslo in five hours, including one hour's stop at Stavanger. Actual flying time was three hours to Stavanger and one hour to Oslo. This introduction of the Viking to Scandinavia is to be followed by the inauguration of three scheduled services using Vikings to Oslo, to Copenhagen and to Amsterdam in a week's time. On Sept. 1 regular services (four weekly) will connect London and Copenhagen. Actual flying time was three hours to Stavanger and one hour to Oslo. This introduction of the Viking to Scandinavia is to be followed by the inauguration of three scheduled services using Vikings to Oslo, to Copenhagen and to Amsterdam in a week's time. On Sept. 1 regular services (four weekly) will connect London and Copenhagen. The next day Vikings start scheduled runs (three weekly) between London, Stavanger and Oslo, and on the same day they will begin regular flights between London and Amsterdam (12 weekly).

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UNEMPLOYMENT INSURANCE RULES

Two Statutory Rules and Orders, 1946 No. 1392 and 1946 No. 1393, relating to unemployment insurance in the banking industry and in the insurance industry respectively have been issued, price 1d. each, by H.M. Stationery Office. No. 1392 amends the banking industry special scheme so as to restore the provisions for the refund of contributions made in error, which were suspended at the outbreak of war. It also applies the provision of the Family Allowance Act whereby an increase of unemployment benefit is not payable in respect of any child if a family allowance for the child is being paid. The proviso regarding family allowances is the subject of No. 1393.

“BALTANNIC” ARRIVES HOME AFTER SIX YEARS

The cargo steamer *Baltannic*, 1741 tons gross, arrived at Hay's Wharf, London, yesterday morning from New Zealand after six years' service in New Zealand and Pacific waters. Hay's Wharf, Ltd., claim she is the first vessel to berth above Tower Bridge after a voyage from New Zealand. The *Baltannic*, owned by the United Baltic Corporation, Ltd., London, arrived with a cargo of frozen lamb and wool.

TANKER CHARTERING

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JERSEY PILOTS SUSPENDED

Three Jersey pilots have been suspended by the Piers and Harbours Committee of the States of Jersey for alleged dereliction of duty. This action follows complaints by shipowners and masters, and was brought to a head by the recent striking of a Dutch vessel on the Paternosters, north of the island.

MONEY MARKET

Treasury Bill Result

The £150 million of three months Treasury bills offered at the Bank yesterday were allotted at an average rate of 10s. 1.52d. per cent., against 10s. 1.31d. per cent. last week. The total amount applied for was £263,685,000, and tenders at £99 17s. 5d. for the bills to be dated Monday to Friday will receive about 43 per cent. Next Friday the maximum amount to be issued will again be £150 million, and there will be a T.D.R. call for a maximum sum of £70 million.

Easy conditions ruled in Lombard Street and overnight loans were readily obtainable at ½ per cent. The banks were fair buyers of October Treasury bills. Foreign exchange rates and silver prices were unaltered.

STOCK EXCHANGE

General Tone Firm

A fairly cheerful tone characterised the Stock Markets yesterday, although business was by no means active. British Government stocks were usually 1-16 off where changed, but home railway Ordinary stocks were steady to firm, Great Western rising 4 to 5½, and Midland ½ to 2½. Argentine railway junior issues were undecided.

Shipping issues were quieter, and

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Aug. 23

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3326 EMPIRE SEABROOK, Br. 293, Metcalfe, Ostend, Butler's Wf., S. Cater & Co.

3328 IDOMENEUS, Br. 4775, Watson, Australia via Port Said, Victoria Dk., Glen Line.

3329 KOTKA, Fi. 720, Krownstone, Kotka, Gravesend, Robin Egging & Co.

3323 NORMAN QUEEN, Br. 573, Dames, Antwerp, Durham Wf., British Channel Traders.

3324 SAMOS, Br. 4380, Edge, Antwerp, Tilbury Dk., Clemt.

3322 SAPHIR, Br. 269, Tabary, Ostend, Tilbury Dk., Erlebach & Co.

3327 STORK, Br. 224, Casey, Rotterdam, Regent's Canal Dk., G. S. N. Co.

3320 TROMPENBURGH, Du. 176, Winter, Rotterdam, Custom House Qy., London-Rotterdam Maritime Agency.

3321 VIRGO, Fi. 580, Brunstrom, Mantyluoto, Surrey Commercial Dk., C. Gee & Co.

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For, Vessel, Flag, Tonnage, Master, Station, Agents or Brokers

Aug. 22

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Aug. 23

ADELAIDE & BRISBANE, Port Lincoln, Br. 4196, Smith, King George V. Dk., Anderson, Green & Co.

BILBAO & BARCELONA, Pacheco, Br. 571, Gillanders, London Dk., MacAndrews & Co.

BRUSSELS, City of London, Br. 355, Athorpe, London Dk., Brussels S.S. Co.

COPENHAGEN, Kyle Castle, Br. 423, James, Regent's Canal Dk., Grand Union (Shipping).

DUBLIN, Southern Coast, Br. 411, Webber, London Dk., Coast Lines.

GENOA & NAPLES, Cattaro, Br. 1507, Van, Tilbury Dk., G. S. N. Co.

GOTHENBURG, Britannia, Sw. 2422, Walter, Millwall Dk., British & Northern Shipping Agency.

KOPING, Benjamin Sherburn, Br. 1019, Johnstone, Tunnel Wf., T. Cook.

MADAGASCAR via BORDEAUX, Tanafjord, No. 3598, Thor, Tilbury Dk., Keller, Bryant & Co.

OSTEND, Saphir, Br. 269, Tabary, Tilbury Dk., Erlebach & Co.

ROTTERDAM, Gladan, Sw. 57, Lundbom, Alpha Cement Works, S. L. A. Ltd.

ROUEN & PARIS, Nivernais, Fr. 184, Ruminy, Wilson's Wf., G. T. Symons & Co.

TABLE BAY & BEIRA, City of Poona, Br. 7051, Freeman, Royal Albert Dk., Ellerman & Bucknall S.S. Co.

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Aug. 22

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Aug. 23

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Aug. 19

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Aug. 23

FRIDA, Sw. 356, Wikbrant, Wismar via Immingham, Surrey Commercial Dk., Lambert Bros.

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MEWATA PARK, Br. 4306, Jones, Vancouver via Inagua, Surrey Commercial Dk., Furness, Withy & Co.

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SUNNANLAND, Sw. 1416, Wiberg, Helsingi & Malmo via Antwerp, West India Dk., Prince Line.

20

ST JOHN'S, NF AR

Cheyenne, Aug. 21

ST JOHN'S, NF SD

P. N. Damm, Aug. 21

DENMARK

GREENSPOND SD

Carlslogie, Aug. 21

BARROW

BOTWOOD SD

Liverpool Packet, Aug. 22

SYDNEY (NS) SD

Sydney (NS)

ACIQUA, &c.

REYKJAVIK AR

"Danbex," Aug. 20

REYKJAVIK SD

Reykjavik, Aug. 22 Norway

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MARINE CASUALTIES

ABRAHAM CLARK - Marseilles, Aug. 23. — American steamer Abraham Clark (from Galveston) had fire in bunkers which now extinguished; damage reported slight.

ACHILLES - Dunkirk, Aug. 22. — Tug Achilles refloated on Sunday, Aug. 18. The hull is apparently undamaged, but the engine is to be overhauled and high pressure cylinder renewed. Repairs will be done at Rotterdam. — Lloyd's Agent per Salvage Association. (See issue of Aug. 20.)

ARMADALE - Melbourne, Aug. 23. — Motor vessel Armadale sailed (from Port Phillip Bay) this morning. (See issue of Aug. 22.)

BARIUM - Cardiff, Aug. 21. — According to advices from Barry, steamer Barium sustained damage through contact with oil refinery TAFELBERG at Barry on Mar. 14, 1941, through contact with motor vessel ROYAL ULSTERMAN in the Bristol Channel on Apr. 5, 1943, and through contact with tug BENSON in Barry Dock on June 1, 1946.

BENGHAZI - Hull, Aug. 20. — According to a statement by the master, British trawler Benghazi, in ballast, struck a submerged rock in Hestor Fjord, Faroes, on Aug. 11, and had stern frame damaged and rudder forced out of position. (See issue of Aug. 19.)

BENSON - See Barium.

BLANKENBURG - Brixham, Aug. 22. — Dutch motor tug Blankenburg, towing barges WOODRUFFE I. and WOODRUFFE II. (Maassluis for Casablanca) left here this morning. The owners' agents report that there were slight leaks in the hulls of both vessels in tow, but that these had been temporarily repaired at Brixham.

BUOY - Stavanger, Aug. 23. — Norwegian coasting steamer Buoy, cargo general, went aground but floated with assistance, apparently undamaged. Vessel obtaining certificate of seaworthiness after examination by diver.

CALGARIAN - London, Aug. 23. — Information received dated July 17 states: The owners of the steamer Calgarian state that the vessel, which stranded on clay bottom at the edge of St. Anicet Shoal, Lake St. Francis, at 11 55 a.m. on Apr. 16, was refloated at 2 25 p.m. on Apr. 17 with the assistance of two tugs. Vessel was undamaged and proceeded on voyage. (See issue of Apr. 18.)

CALIFORNIA EXPRESS - Cardiff, Aug. 21. — According to advices from Barry, Norwegian motor vessel California Express sustained damage through striking quay wall at Bordeaux when leaving for Bristol Channel on June 2.

CELTIC STAR - Buenos Aires, Aug. 22. — Steamer Celtic Star is apparently undamaged and is now bunkering; proceeds on Aug. 24. — Lloyd's Agent per Salvage Association. (See issue of Aug. 22.)

CHARLES PARSONS - See George Ballfour.

EMPIRE ALDGATE - Cardiff, Aug. 21. — According to advices from Barry, steamer Empire Aldgate sustained heavy weather damage in the North Atlantic during October and on Dec. 25.

EMPIRE CROSS - Haifa, Aug. 22. — An affidavit that the fire on board the British motor tanker Empire Cross, which sank in Haifa Bay on Aug. 2 with the loss of 26 lives, was accidental and not due to sabotage was given before a Haifa magistrate by eight of the crew to-day. The Royal Navy discount the theory that the fire was caused by the detonation of a depth charge dropped by a nearby destroyer as a security measure against terrorist limpet mine swimmers, it is learned. — Reuter. (See issue of Aug. 5.)

EMPIRE HEYWOOD - Haifa, Aug. 23. — British steamer Empire Heywood left Haifa during the night with 750 illegal Jewish immigrants, believed bound for Cyprus. — Reuter. (See issue of Aug. 20.)

EMPIRE RIVAL - London, Aug. 23. — The following messages have been received from Haifa:

Dated Aug. 21: At 10 45 p.m., Aug. 21, three swimmers were seen and fired at by the military guard on board steamer Empire Rival, anchored in Haifa Bay. Shortly afterwards two charges exploded, flooding No. 5 hold. Vessel moving into shallow water and salvage parties are on the job.

Dated Aug. 22: Steamer Empire Rival: Only one charge was effective. Vessel settled 4 ft. aft to draught 24 ft. No. 5 lower hold flooded to sea level. No. 5 upper hold and all No. 4 hold dry with no visible distortion to bulkhead. (See issue of Aug. 23.)

EMPIRE WANSBECK - Walton-on-the-Naze, Aug. 23. — Motor vessel Empire Wansbeck (from Hook of Holland) grounded off Felixstowe at 6 30 a.m. to-day, but refloated with aid of tugs at 7 25 a.m. and proceeded to Harwich under her own power.

EMERSON - Harwich, Aug. 23. — Motor vessel Emerson Wansbeck grounded on The Platters at about 6 a.m. to-day and remained approximately two hours. Vessel was assisted off by steam tug Empire Imp and proceeded under her own power to Parkstone Quay. Damage, if any, unknown.

FAIRFAX - See Portsmouth (barge).

FERRANTI - Cardiff, Aug. 21. — According to advices from Barry, steamer Ferranti sustained damage through wire fouling propeller on Nov. 13 in the River Thames.

FORT ALBANY - Kilindini, Aug. 23. — British steamer Fort Albany arrived at Mombasa to-day. (See issue of Aug. 22.)

FORT BOISE - St. Pierre, Mid., Aug. 23. — British steamer Fort Boise (from Bottom) went ashore on rocky shoal, east of St. Pierre, while entering port. No. 1 lower hold full, No. 2 lower making water; local assistance being dispatched.

FULHAM IV - Cardiff, Aug. 21. — According to advices from Barry, steamer Fulham IV, sustained damage through striking King Edward Bridge, River Tyne, on Dec. 1, 1943; through striking quay wall in the River Tyne on Jan. 5, 1944; through collision with an unknown barge on Aug. 28, 1945; and through collision with barge JOY on Jan. 15, 1946.

GEORGE BALFOUR - Cardiff, Aug. 21. — According to advices from Barry, steamer George Balfour sustained damage through contact with M.M.S. 1006 on Nov. 5 and through contact with steamer CHARLES PARSONS in the River Thames on Jan. 16.

GOLDEN RACER - Beira, Aug. 22. — American steamer Golden Racer, when entering port on Aug. 19 (from New York), grounded in the channel for three hours. Vessel sustained no apparent damage and a certificate of seaworthiness is being issued.

HAUKEFJELL - Port Said, Aug. 23. — Tank steamer Haukefjell, 5782 tons net, bound Abadan (from Split), left Suez on Aug. 21 but returned on Aug. 22 reporting refrigerator air compressor broken; approximate delay for necessary repairs three days.

IMPERIAL MONARCH - Valparaiso, Aug. 22. — Steamer Imperial Monarch (aux.) — Fire extinguished this morning. (See issue of Aug. 23.)

JOY (barge) - See Fulham IV.

KARLSHAMN - Cardiff, Aug. 21. — According to advices from Barry, Swedish steamer Karlshamn sustained ice damage between Feb. 22 and Mar. 12 while on voyage from Sweden for Holland.

KEDAH - Antwerp, Aug. 23. — British steamer Kedah arrived here to-day, in tow. (See issue of Aug. 21.)

LAKEWOOD - Cardiff, Aug. 21. — According to advices from Barry, steamer Lakewood sustained damage through grounding in Dover Harbour on July 22.

M.S. 1006 (minesweeper) - See George Ballfour.

MELITO - Cardiff, Aug. 21. — According to advices from Barry, steamer Melito sustained damage through contact with a hopper at Dublin on Mar. 8.

MERCHANT ROYAL - See William B. Travis.

MIRZA - London, Aug. 23. — The London managers of the Dutch motor tanker Mirza (Pernis for Abadan) state that the vessel, which arrived at Port Said on Aug. 20, is expected to be delayed 48 hours for engine repairs.

Port Said, Aug. 23. — Motor tanker Mirza left Suez yesterday.

MORMAELCK - New York, Aug. 22. — Steamer Mormaeklark, collision with barge in July; Propeller blade straighten and shaft draw. Costs including dry dock charges, \$3636. — Salvage Association's Surveyors.

MOUNT DOUGLAS PARK - London, Aug. 23. — The managers of the British steamer Mount Douglas Park state that the vessel, which left Calcutta on Aug. 17, in ballast, for Vancouver, for orders. (See issue of Aug. 23.)

MYTONGATE - Goole, Aug. 23. — British motor vessel Mytongate arrived here yesterday from Teignmouth. (See issue of Aug. 23.)

NEMISKAM PARK - Cardiff, Aug. 21. — According to advices from Barry, steamer Nemiskam Park sustained damage through striking the lock entrance at Barry on May 5.

PANAGHIS - Cardiff, Aug. 21. — According to advices from Barry, Greek steamer Panaghis sustained heavy weather damage on Apr. 30 and May 5, while on voyage from Buenos Aires for Rotterdam.

PENDENNE - Rosario, July 26. — It was impossible to arrange for recovery of lost starboard bower anchor and chain of steamer Pendene, as there were no possibilities of success. (See issue of July 15.)

PHOTINIA - Cardiff, Aug. 21. — According to advices from Barry, steamer Photinia struck submerged wreckage at Bizeria on July 7, 1945, also sustained heavy weather damage in the North Atlantic between Jan. 24 and Apr. 4, 1946.

POLESIE - Copenhagen, Aug. 23. — Trawler Polesie: Master signed contract with steamer MERCHANT ROYAL in July; 12 shell plates, 21 frames and two bulkhead plates renew, together with sundry damages. — Salvage Association's Surveyors. (See issue of July 22.)

WOODRUFFE I. (barge) - See Blankenburg.

WOODRUFFE II. (barge) - See Blankenburg.

THE FLOATING DOCK ASHORE AT GOTHENBURG

GOthenburg, Aug. 20. — The Russian floating dock, in tow of four Russian tugs, Gdynia for Archangel, which dragged her propeller on The Platters at about 6 a.m. to-day and remained approximately two hours. Vessel was assisted off by steam tug Empire Imp and proceeded under her own power to Parkstone Quay. Damage, if any, unknown.

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OCEANIA - Cardiff, Aug. 21. — According to advices from Barry

COASTWISE & HOME TRADE MOVEMENTS

C 1

C 2

C 3

C 4

C 5

SHIPS IN PORT

LONDON IN THE RIVER—Cont. from p. 4

LONDON	Entered	BEACHY HEAD	Pd E	CARDIFF	SD	LIVERPOOL	AR	CLYDE ANCHORAGE	SD
Lightfoot, Aug 23	Tyne	Archgrove, Aug 22	Atlantic Coast, Aug 22	Snowcrete, Aug 22	Belfast	Kinderbys (hulk)			
Brockley	Tyne	BEACHY HEAD	Pd W	Glenagarriff	Belfast	Herbert W. Walker			
Marlwood	Goole	Assaroe, Aug 22	Shell Mex 5	Dundalk		Aug 23 Barry (in tow of Dexterons (tag))			
Westcliffe Hall	Methil	Fulham II, Aug 23	St. Enoch	West Winch (tag)		GLASGOW	AR		
Birdwood	Sunderland	NEWHAVEN	SD	East Anglian, Aug 22		Pebble, Aug 21 Dublin			
Cornish Rose	Cardiff	Archgrove, Aug 22	Vilk	Alfred (tag)		Ulster Star W. Highlands			
Yewarch	Methil	Seaham	Hamburg	(towing two barges)		Lairdsden London			
St. Abb's Head	Methil	SHOREHAM	SD	Empire Rancher		Lairdsburn	Belfast		
Magriss	Goole	Arthur Wright, Aug 22	Castle Combe	Newport		Arran			
Grangefooth	Seaham	Rudderman, Aug 22	Findhorn	The Monarch, Aug 22		Weston, Aug 22			
Algol	Cardiff	Chartsmen	Hamble	Swansea					
Glamis	Dundee	Ferranti, Aug 23	Rowanfield	Glasgow					
The Miller	Felixstowe	SPITHEAD	Pd In	San Dario	AR				
Emerald Queen	Hull	Empire Fabric	Blyth	Calyx	Lancaster				
Kirkwood	Intingham	John L. Manson, Aug 23	Penstone	Dunara Castle					
Tolworth	Tyne	Signality	Ulster Castle	West Highlands					
Chestering, Sunderland	Southampton	SPITHEAD	Pd Out	Ulster Prince, Aug 23					
Empire Fairway	Hull	Ferry Taw, Aug 22	William Pearman	Kerry	Belfast				
LONDON	CLD	PORTSMOUTH	AR	C.W.S. Progress	Rouen	William Scotsman, Aug 23			
Marlwood, Aug 23	Goole	Rudderman, Aug 22	Ben Vooras	Mersey	Belfast				
Memory (s.v.)	Ipswich	ST CATH'S PT	Pd W	J. B. Kee	Stock Force	Lairdsden			
Emerald Queen	Hull	Avanville	London	Longford	Dublin	Lairdsden			
Carrick Coast	Poole	FORTSMOUTH	SD	Kylecroft	Dundalk	Lairdsden			
& Southampton		Surreybrook, Aug 20	BARRY IS	Minard	Ardrishaig	Lairdsden			
Empire Fairway	Hull	Empire Raymond (tag)	Pd Up	Beechfield	Ardrishaig	Lairdsden			
Grangemouth	Middlesex	Alf Everard	Colwell Force	Peveril, Aug 23	Douglas	Lairdsden			
Robrix	Middlesex	Lady Dorothy	Monkland	Gorsefield	Gorsefield	Lairdsden			
The Miller	Felixstowe	HAMBLE	SD	Simson III, (erane ltr)	Penninenmawr	Lairdsden			
Ardwina (s.v.)	Felixstowe	Wheelsman, Aug 21	STANVILLE	Ulster Prince	Ulster Castle	Lairdsden			
Algol	Liverpool	Southgate	Anglian Coast	Ulster Prince, Aug 23	Ulster Castle	Lairdsden			
Beric (s.v.)	Ipswich	HAMBLE	SD	Barry	Ulster Castle	Lairdsden			
Glamis	Dundee	Chartsman, Aug 21	STANVILLE	Ulster Prince, Aug 23	Ulster Castle	Lairdsden			
The Marchioness		Portslade	Anglian Coast	Ulster Prince, Aug 23	Ulster Castle	Lairdsden			
Glasgow		SWANSEA	SD	Yewmount	Ulster Castle	Lairdsden			
Goldbell	Tees	Empire Sheila (tag),	Anglian Coast	Glamorgan Coast	Belfast	Lairdsden			
Antiquity	King's Lynn	Aug 21	Vilk	Belfast	Belfast	Lairdsden			
GRAVESEND	AR	STANVILLE	SD	Monkland	Belfast	Lairdsden			
Tolworth, Aug 22	Tyne	Empire Sheilia (tag),	Anglian Coast	Barry	Belfast	Lairdsden			
Brockley	Aug 22	ST CATH'S PT	Pd W	Longford	Dublin	Lairdsden			
Westcliffe Hall	Methil	Wheelsman, Aug 21	STANVILLE	Kylecroft	Dundalk	Lairdsden			
Cormont	Blyth	Chartsman, Aug 21	STANVILLE	Minard	Ardrishaig	Lairdsden			
Yewarch, Aug 22-23		Portslade	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Empire Fabric		SOUTHAMPTON	AR	Barry	Ardrishaig	Lairdsden			
Empire Seabrook		Ngakoa, Aug 21	STANVILLE	Monkland	Ardrishaig	Lairdsden			
Lightfoot, Aug 23	Tyne	Empire Frieda (tag)	Anglian Coast	Barry	Ardrishaig	Lairdsden			
Jetblack	Tyne	Gondia (tag) Ramsay	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Cornish Rose	Cardiff	AS Lothrop	Anglian Coast	Barry	Ardrishaig	Lairdsden			
Icemaid	Aug 23	Empire Frieda (tag)	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
POOLE	AR	THE EARL	SD	Barry	Ardrishaig	Lairdsden			
Fulham III.	Tyne	Empire Raymond (tag)	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Moray Firth	Blyth	SWANSEA	SD	Barry	Ardrishaig	Lairdsden			
Mistley	Blyth	Highland Queen, Aug 22	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Queensland	Blyth	Fireglow	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
St. Abb's Head	Methil	Seaham	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Suntrap	Sunderland	Empire Coast	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Empire Greta (tag),		TEIGNMOUTH	AR	Barry	Ardrishaig	Lairdsden			
Brixton		Aug 22 Pembrokeshire	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Fulham II.	Tyne	Empire Seaforth, Aug 22	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Windsor Queen		Empire Runner, Aug 22	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Bedale H., Aug 23	Tees	Clara May (aux)	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Mari II.	Intingham	Fremington	Anglian Coast	Monkland	Ardrishaig	Lairdsden			
Rondo		ASHFIELD	SD	Third, Aug 22	Waterford	Monkland			
Westwood		ASHFIELD	SD	Waterford	Waterford	Monkland			
Queen's Cross (tag)		ASHFIELD	SD	Waterford	Waterford	Monkland			
Afterglow		ASHFIELD	SD	Waterford	Waterford	Monkland			
Cordale		ASHFIELD	SD	Waterford	Waterford	Monkland			
Springhaven		ASHFIELD	SD	Waterford	Waterford	Monkland			
THE DOWNS	SD	ASHFIELD	SD	Waterford	Waterford	Monkland			
Empire Daffodil, Aug 22		ASHFIELD	SD	Waterford	Waterford	Monkland			
Empire Mayring, Aug 22		ASHFIELD	SD	Waterford	Waterford	Monkland			
Empire Polly (tag)		ASHFIELD	SD	Waterford	Waterford	Monkland			
Rocquaine		ASHFIELD	SD	Waterford	Waterford	Monkland			
The Earl, Aug 23		ASHFIELD	SD	Waterford	Waterford	Monkland			
Abyone		ASHFIELD	SD	Waterford	Waterford	Monkland			
Saxon Queen, Aug 23		ASHFIELD	SD	Waterford	Waterford	Monkland			
DOVER	AR	ASHFIELD	SD	Waterford	Waterford	Monkland			
Betswood, Aug 23		ASHFIELD	SD	Waterford	Waterford	Monkland			
DOVER	SD	ASHFIELD	SD	Waterford	Waterford	Monkland			
Kathleen, Aug 22		ASHFIELD	SD	Waterford	Waterford	Monkland			
DOVER	Pd W	ASHFIELD	SD	Waterford	Waterford	Monkland			
Hythe, Aug 22		ASHFIELD	SD	Waterford	Waterford	Monkland			
Empire Raymond (tag)		ASHFIELD	SD	Waterford	Waterford	Monkland			
Peter Jolliffe (tag)		ASHFIELD	SD	Waterford	Waterford	Monkland			
THE DOWNS	SD	ASHFIELD	SD	Waterford	Waterford	Monkland			
AXINITE		ASHFIELD	SD	Waterford	Waterford	Monkland			
Otterhound		ASHFIELD	SD	Waterford	Waterford	Monkland			
Foreland		ASHFIELD	SD	Waterford	Waterford	Monkland			
Empire Greta (tag)		ASHFIELD	SD	Waterford	Waterford	Monkland			
Lady Olga		ASHFIELD	SD	Waterford	Waterford	Monkland			
Colonel Crompton		ASHFIELD	SD	Waterford	Waterford	Monkland			
Fulham II.		ASHFIELD	SD	Waterford	Waterford	Monkland			
Empire Chelsea		ASHFIELD	SD	Waterford	Waterford	Monkland			
The Countess		ASHFIELD	SD	Waterford	Waterford	Monkland			
Scheldt		ASHFIELD	SD	Waterford	Waterford	Monkland			
Rotterdam		ASHFIELD	SD	Waterford	Waterford	Monkland			
Aboynie		ASHFIELD	SD	Waterford	Waterford	Monkland			
Corndum		ASHFIELD	SD	Waterford	Waterford	Monkland			
Southampton		ASHFIELD	SD	Waterford	Waterford	Monkland			
Corndum		ASHFIELD	SD	Waterford	Waterford	Monkland			
Ability		ASHFIELD	SD	Waterford	Waterford	Monkland			
Petworth, Aug 23		ASHFIELD	SD	Waterford	Waterford	Monkland			
Durham		ASHFIELD	SD	Waterford	Waterford	Monkland			
Saxon Queen		ASHFIELD</							

